

SEPTEMBER, 1943

The INTERNATIONAL TEAMSTER



Official Magazine
INTERNATIONAL BROTHERHOOD
TEAMSTERS . . . CHAUFFEURS
WAREHOUSEMEN & HELPERS
OF AMERICA

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Russia Fights Only for Russia

T'S TOO BAD about Russia losing all those men on the battlefields. But it isn't our fault, as the official announcements from Moscow seem to imply.

The Russian government has given out the impression to the world that the United States and England are guilty of false friendship by failing to hurl a couple of million men across the English Channel into France a few months ago when we would have lost a million men doing it.

The Russian statements have created some sympathy in this country and aroused the belief that we are "letting heroic Russia down."

But let's recall a few facts before we burst into tears.

It was the Russian treaty with Germany that started the German invasion of Poland and the present war. It was the subsequent invasion of Russia by Germany that brought Russia into the war. Russia wasn't sending any of her men or munitions into action when England was tottering.

She didn't get into the war to save democracy. She got into it because she was dragged in, the same way we were.

We are not fighting this war to save Russia any more than Russia is fighting it to save us. We are both fighting for our own security and as allies we are in accord to a limited extent.

We are in accord to the extent that we have sent millions of dollars' worth of war supplies to Russia and sacrificed the lives of hundreds of American seamen to get them there.

We are not in accord to the degree that Russia is giving us any help in our war against Japan. We are not in accord to the extent that Russia would permit American planes to use Russian bases to bomb the Rumanian oil fields, thereby costing us the lives of 100 airmen.

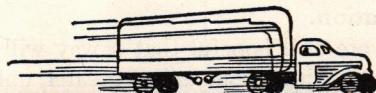
The degree of accord is limited by Russia's performance, not by ours. We have gone all the way.

But when Russia suggested that we throw away a million American lives to save a million Russian lives, we couldn't see it. Our military men will invade Europe when and where, in their judgment, the attack is justified. We will not charge romantically across the channel waving pennants like the knights of the middle ages chasing the heathen Turks.

The United States and England are fighting a global war on a dozen fronts. Russia is fighting only in Russia and against a nation she outnumbers almost three to one.

When Russia opens a second front for us against Japan she then has a right to talk about a second front against Germany as a matter of reciprocity. In the meantime we'll fight our own war for our own salvation.

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INTERNATIONAL BROTHERHOOD OF TEAMSTERS
CHAUFFEURS . . . WAREHOUSEMEN AND HELPERS

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Number 10

Miners Refuse to Compromise — Many Unions Protest Their Reaffiliation

BY DANIEL J. TOBIN

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EVERY one of us is anxious to build up the trade union movement. Some of us who have been in this fight for many years realize more than others the necessity for unity.

There was a great deal of satisfaction when application for reaffiliation with the American Federation of Labor was made by the United Mine Workers. The application had to be acted upon in accordance with the laws of the federation.

The American Federation of Labor, in my judgment, would accept the Mine Workers and be very happy about it if the Mine Workers would decide to confine themselves to their own jurisdiction — that is, the mining of coal — and have in their membership only those who work in and around the mines.

However, the United Mine Workers insist on retaining in membership individuals belonging to many other trades and made a statement to the executive council that after they got into the federation they would sit down and talk the matter of jurisdic-

Joseph V. Tobin, who has been helping out in the Statistical Department in Washington, D. C., for the past three months, filling the place occupied by George Donnellan who has been called away, is severing his connection with our office on September 15, 1943. He is going to work for a war relief organization in New York.

tion over with any union aggrieved.

Now perhaps that procedure might work out all right, but the executive council of the federation, due to many protests and many inquiries, believed it was too great a responsibility and referred the application to the convention of the federation which opens on October 4, 1943, in Boston.

We hope and trust that some solution of this very important question will be found by the convention in October because the United Mine Workers is a great union, possessed of many very fine characters. No one can deny that they are fighters for the principles of unionism, and it would be a great added link to the strength of organized labor with the Mine Workers back in the federation.

The International Brotherhood of Teamsters will do its best to bring about that unity, but we cannot be expected to do the impossible or to set aside all the laws of the federation.

Such procedure could not apply alone to the Mine Workers but would have to apply to all those outside the

federation — that is, becoming reaffiliated with the federation on their own terms — which would destroy the autonomous rights of those within the federation.

We are still hopeful that a way will be found to bring about unity, greater unity, in the labor movement, and the first step in that direction, in our judgment, would be the reaffiliation of the United Mine Workers — of course on terms fair to the others involved and based on the laws of the American Federation of Labor.

We are of the opinion that other unions now outside the federation would follow the United Mine Workers. The United Mine Workers took many other unions with them when they left the federation. We think they can help to bring them back.

There is no use in our unions, or others in the labor movement, sending us telegrams as to their opinions one way or the other. It is our business and our duty to weigh all the facts in cases of this kind and then use our best judgment as to what is most necessary for the labor movement of our country.

Remember What Labor Day Means

WHEN you are reading this magazine on Labor Day, the official publication of your International Brotherhood, pause and remember and try to understand what Labor Day means. Labor Day was created as a holiday in honor of the men and women who toil. They are the ones who have made this country successful. The brawn and brain and work of men and women made our nation the greatest country in the history of civilization.

It took years for the men of labor, a small group of union officials, to have enacted legislation honoring labor by creating the first Monday of September as Labor Day — a tribute to the workers of our great country.

The apostles of the labor movement, the pioneers, the men who went forth under dangers and preached the doctrine of unionism, spent years endeavoring to get this day made a national holiday. The eventually succeeded, and to them there should be monuments of gratefulness erected by the toilers of today and by the generations to come, who know little of the struggles and sacrifices made by the men who led in the vanguard of labor's battles endeavoring to create and establish the trade union movement of our country.

Therefore, pause and think what Labor Day stands for, and then ask yourself how this happened to be made Labor Day. Try and educate yourself and your children as to the early struggles of labor and then you will have greater respect and honor and confidence for and in the labor movement.

This Is War and You're In It!

BY THOMAS E. FLYNN
Executive Assistant to the General President

SOLDIERS of the production front! That's what President Roosevelt called us in his momentous message to the nation recently.

He meant members of the Teamsters' Union and members of all other unions who are engaged in the tasks of producing the weapons and supplies without which our soldiers would be slaughtered like sheep and we would become another conquered nation in the chain gang of Fascism.

The President's high conception of our responsibilities came as a surprise to many of our members. They did not regard themselves in a heroic role. They are doing hard jobs and often thankless jobs under greater handicaps than ever before.

The average truck driver does not usually realize the part he is playing in total war. He finds himself doing the same job he has always done, except that the job is tougher. The hours are often longer and the work is harder.

He is inclined to gripe and wonder why his union officials don't do something about it.

Sometimes, acting on sudden resentment or bad advice, he pulls a quickie strike to rectify the conditions under which he works.

He thinks he is striking against his employer. In reality he is striking against his

government and his union. He is delaying his government in getting vital war supplies to the troops. He is discrediting his union in the eyes of the public and making it harder for the union to rectify his grievances. And further than that, he is letting down his 2,000,000 union brothers in the armed services of the United States, not to mention some 8,000,000 other Americans whose only knowledge of unions may be what they read in the papers or hear over the radio about unauthorized strikes back home.

All of those strikes are in defiance of the no-strike pledge we gave our government when the Japs sneaked up and struck us in the back at Pearl Harbor.

Those are the men we have to fight today—not employers nor rival unions nor 'bureaucrats.'

As a matter of simple justice, your employer is not responsible for most of your grievances to-

day. He has as many troubles as you have. He is fighting against enormous odds to keep his transportation business running without enough gas or tires or replacements or men. He can't raise your pay without a government order.

Government orders take time, or "red tape," as we like to call it in irritation.

But remember, brothers, this government is fighting for its life. In less than two years

They Depend on Us

The length of the war will depend upon the uninterrupted continuance of all-out effort on the fighting fronts and here at home. The effort is all one.

The American soldier does not like the necessity of waging war. And yet—if he lays off for one single instant he may lose his own life and sacrifice the lives of his comrades.

By the same token—a worker here at home may not like the driving, wartime conditions under which he has to work or live. And yet—if he gets complacent or indifferent and slacks on his job he, too, may sacrifice the lives of American soldiers and contribute to the loss of an important battle.

—President Roosevelt.

it has been forced to transform itself from an easy-going democracy into a cold-blooded, efficient military machine.

We have had to reorganize our economic system in order to wage a war which we must win or die. We have had to transfer armies across the oceans and at the same time build the ships that must carry them. We have had to provide those armies with weapons and food and clothes and medical supplies.

Every industry must be geared to the war and the men who are left in industry must work harder and faster and longer to take the places of the men who left to fight — and die.

The President made this clear the other night when he honored us by recognizing our services as soldiers of the production front. As soldiers at home, we must accept a part of the discipline that soldiers in the army must accept if they are to be efficient.

We cannot exercise our peace-time privilege of telling the boss or the business agent to go to hell. In fact, we shouldn't tell anyone to go to hell except the Italians, the Japs, the Germans and such friends as they have among us.

And they do have friends among us. The man who tells you to disregard the orders

of your unions to remain at work is a friend of the Japs and Germans and Italians. He may even be in the pay of one of those governments and his job may be to spread dissension, cause strikes and slow down production.

The only chance the Axis has of winning this war is to slow down our production. Any man who pulls a strike that delays war cargoes from reaching the ports or that reduces the production of weapons is giving Hitler more help than a regiment of German soldiers.

Instead of being American soldiers of production we become volunteer storm troopers for the Axis.

Every working man hates the kind of government that is fighting our kind of government. He knows that it means the loss of his personal liberty and his standard of living if our kind of government loses.

But he does not realize how much he is helping our government and hurting our enemies by remaining at work—even under the most irritating circumstances.

Those two million union men in the army don't lay down their guns unless they fall with them.

And no union man in the production army should lay down his tools until the last enemy soldier has died or surrendered.

This is war, brother, and you're in it.

Who Is Sabotaging Democracy? Read "Under Cover!"

IS LABOR sabotaging democracy? Read the new book "Under Cover," if you want the answer to that. You will find that the real enemies of democracy are also the enemies of labor.

And you will meet some interesting people in the pages of that book, such as Eddie

Rickenbacker, Congressmen Clare Hoffman, Martin Dies, Ham Fish and Senators Pappy O'Daniel, Robert A. Taft and some others that will surprise you.

If you want to know where Fascism comes from in America, and who promotes it, read "Under Cover."

Regardless of the unjustified anti-labor legislation that has wrenched its heart strings, organized labor of Florida will continue to cooperate wholeheartedly toward the early winning of this global war and the resumption of peacetime conditions as soon as possible. Its enemies may continue to snap at its heels but they can never make it turn back from that high resolve.

—*Miami Citizen (AFL)*.

Roosevelt Ruins "Free Enterprise"

Won't Let Soldiers Sell Apples on Corners

BY LESTER M. HUNT

PRESIDENT ROOSEVELT played a dirty trick on the soldiers the other night. He told them they wouldn't have to sell apples on street corners as their fathers did after the last war.

In doing that, the President struck a terrific blow at the American system of "free enterprise." It must be, as the Republicans claim, that the man is a Fascist.

Who but a Fascist would undermine the right of an honorably discharged soldier to enter the apple business? Or the pencil business?

What incentive is there for a man to lose an arm or a leg defending this country if they won't let him starve on the street corners afterward?

But according to the President in his last nation-wide broadcast, that is out.

The next thing the President will be doing will be to encourage a veteran to join a union and receive good wages, thus destroying the "business incentive" he would develop on a street corner trying to sell more apples than the veteran on the next corner.

The President recommended in his broadcast that each soldier receive three months pay upon discharge and that he also receive unemployment compensation if he is unable to find a job in that time.

In addition to that, the government would help a veteran find a job through its federal employment service.

Boys who entered the service from high school and college should be given the opportunity to complete their education at government expense, the President said.

Nothing anyone has said since the war started has so raised the morale of the fighting men and their families.

But the Republicans don't like it. They

say the President was playing politics. They allege he was campaigning for a fourth term. If he was, he doesn't need to any more because he already has it.

Perhaps the Republican resentment arises from the recollection that the street-corner apple business developed under their principles of government.

It was while a Republican administration was stealing the national oil resources that hungry veterans were forced to become peddlers. And it was under the administration of Hoover, who fed Belgians but didn't feed Americans, that the Republican theory of free enterprise brought a national collapse.

It was under Hoover that we realized what a policy of scarcity really was.

Then Roosevelt came along and we began to eat regularly again.

Congressman J. William Ditter of Pennsylvania was one of the first to attack the President for his last broadcast. He spoke as chairman of the Republican congressional campaign committee. He said the President was playing politics.

What was J. William doing during all the years preceding the war when the President was trying to build up our national defenses?

Was he playing politics?

Well, here's the record!

He voted against the fortification of Guam. The Japs didn't want it either.

He voted to continue the arms embargo which made it impossible to send supplies to England. The Germans favored that, too.

He voted against revising the neutrality act so that we could help the Allies.

He voted against the lend-lease bill to aid the Allies.

He voted against extending the draft law when we were working feverishly against time to build an army.

And three weeks before Pearl Harbor he opposed lifting the ban on belligerent zones to permit our ships to deliver lend-lease material.

In spite of all that, Ditter's record is not quite so bad as most of the Republican congressmen he is trying to re-elect next year. But in campaigning for them, Ditter accepts their records.

On domestic issues, Ditter, like most of his Republican colleagues, voted against the WPA bill to care for the unemployed that Hoover left, against the public works bill,

against the NYA bill, for drastic labor regulation, against conscription of property along with men for war, for weakening of price control, for the Dies committee and against public power development.

This is the man who says President Roosevelt was playing "politics" when he assured the returning soldiers they would receive more consideration than the Republicans ever gave them.

Ditter's remarks as the head of a committee to re-elect men with voting records like his are a valuable index to the intentions of the Republican party in the next campaign.

Men who like to sell apples on street corners now know who to vote for.

Army "Brass Hat" Knows Labor

DON'T get the idea that the army "brass hats" don't know anything about labor. Some of them know more than you do.

Take Maj. Nicholas P. Morrissey of the First Zone Transportation office, covering the six New England states, for instance.

Maj. Morrissey is former president of the Massachusetts State Federation of Labor. He held that office for five consecutive terms, a record never equaled in the labor history of that state.

He is a former business agent of Teamsters' Union No. 25 of Boston and has been a member of that local for 23 years.

So, when Maj. Morrissey starts talking, labor men in New England start listening. He is the industrial relations officer in charge of labor relations, manpower, and training in indus-

trial programs. He entered the service as a captain on October 20, 1942, in response to the army's search for men trained in labor relations. Incidentally, that was his 39th birthday.

On July 9, 1943, he was promoted to major in recognition of his ability and the valuable service he had rendered the army in helping to increase production and reduce labor conflicts.

The major demonstrated his ability a few weeks ago in Providence, R. I., where an unauthorized strike had tied up large quantities of war materials.

The army sent in Maj. Morrissey and after a few words from him, the men voted unanimously to return to work.

If you want to argue with an army officer, don't pick Maj. Morrissey. He knows all the answers.



Maj. Morrissey

Never in any other war was rumor so deadly, never in any other was truth so important as a fighting weapon.—Colorado Teamster.

12 States Pass Anti-Labor Laws

— Reader's Digest Whipped Up Campaign

AN ANALYSIS of the laws enacted by the legislatures of 44 states which met this year reveals that 12 states passed laws aimed at organized labor.

Coupled with the passage of the Connally bill by congress over the veto of President Roosevelt, it is the most serious setback labor has received in recent years.

The campaign against labor in the state legislatures was launched by *The Reader's Digest* on the eve of the session of most state legislatures.

It caught labor flat-footed because in most states labor was preoccupied with war problems and was not prepared for extensive lobbying activities.

As a consequence of the sudden animosity whipped up by *The Reader's Digest*, 12 states enacted laws reflecting the same general theme.

These 12 states are Colorado, Idaho, South Dakota, Arkansas, Texas, Kansas, Michigan, Massachusetts, Pennsylvania, Florida, Alabama and Minnesota.

In several, the state federations of labor are already attacking the constitutionality of the laws in the courts with the aid of the American Federation of Labor. In all 12 states, the local federations of labor have been advised to retain lawyers to contest the legislation.

A brief analysis of the laws enacted follows:

Idaho and South Dakota

During the last session of the legislatures of Idaho and South Dakota identical bills were passed. These measures require the president or other executive officer of every labor union to file annually with the secretary of state a verified statement of income and expenditures.

They prohibit any officer or employee of

any union from entering upon any ranch, farm, feed yard, shearing plant, processing plant, or other agricultural premises for the purpose of collecting dues, fines or assessments, or for the purpose of soliciting membership in a union, or for the purpose of ordering a strike, or to engage in any other activities which will interfere with the duties of any person employed on such premises.

The laws prohibit picketing any of the foregoing industries or premises. They prohibit any boycott which interferes with the movement to market or the sale of any agricultural commodity or farm produce *because such commodity or produce may have been produced by non-union labor*. Penalties consisting of a fine of not more than \$300, or imprisonment for a period not to exceed ninety days, or both, are provided.

These laws come within the classification of so-called licensing and registration bills, including prohibitions and restrictions upon the right to picket, boycott, etc., thus depriving workers of their constitutional rights to freedom of speech and peaceable assembly.

The constitutionality of these laws is being attacked in both states. The American Federation of Labor has directed its general counsel to cooperate in the handling of these suits.

Arkansas

Arkansas enacted a law making it unlawful to use force or violence, or threats thereof, to prevent or attempt to prevent any person from engaging in any lawful vocation. The law also provides that it shall be unlawful for any person acting in concert with other persons to assemble and prevent, or attempt to prevent, by force or

violence, any person from engaging in a lawful vocation.

It is made unlawful for any person to encourage and aid in such unlawful assemblage. No alternative fine is permitted. Violation of the law is a felony, and the punishment upon conviction is imprisonment in the state penitentiary from one to two years.

The law is so broadly written that almost any assemblage of union members or workers may be held to be unlawful and thereby to promote, aid, or encourage interference with lawful vocation or employment. A labor dispute is so defined as to permit broad jurisdiction on the part of the courts.

The purpose of the act is to discourage or prohibit trade union organization through peaceful activities of workers.

Texas

Texas passed a law containing 16 sections crammed with numerous inhibitions, most of which make unlawful the right to organize workers into trade unions, interferes with the internal affairs of labor organizations along lines heretofore recognized as lawful, prohibits peaceful picketing, peaceable assemblage, and the right peacefully to boycott, etc.

The method of holding elections of officers and the charging of initiation fees are put under state control. The law prohibits labor unions from collecting "initiation fees, dues, fines, assessments, or other pecuniary exactions which will create a fund in excess of the reasonable requirements of such unions."

It prohibits the charging of permit fees. Penalties for violation are provided in sums up to \$1,000 for each violation by a labor union, and \$500 with imprisonment not to exceed 60 days for violations by union officers.

A suit has been commenced attacking the constitutionality of this enactment with the assistance of the American Federation of Labor.

Kansas

The legislature of Kansas passed a so-called licensing or registration law making it necessary, as a condition to operating as a labor union in Kansas, to first obtain a license from the secretary of state.

If he refuses to grant such license the union cannot function in Kansas.

The law requires that every union having 25 or more members furnish in writing to the secretary of state a financial statement.

"The records provided for shall be made available by the secretary of state to all persons for the examination and taking of copies." It is unlawful to strike unless the same is authorized by a majority vote of the employees. A "hot cargo" provision is included which makes it illegal to refuse to handle, install, use or work on non-union material. Jurisdictional disputes are illegal.

The secretary of state is empowered to revoke licenses. Penalties are provided of \$500 and imprisonment up to six months for violation.

Suits have been instituted in the federal court attacking the constitutionality of this act by the Kansas State Federation of Labor and other affiliates.

The several suits commenced by different organizations were recently consolidated by this court and a hearing has already been had before a federal court consisting of three judges, in which the AFL participated.

Colorado

The Colorado law is the worst of the state anti-labor laws passed in 1943. It is suggested that delegates, officers and members of our affiliates obtain copies of this law from the Colorado State Federation of Labor and study it. It is a composite of all the vicious and restrictive provisions contained in other state anti-labor laws, and in addition prescribes a code of state supervision and control over the internal affairs of labor organizations never before attempted or suggested in this country.

The law provides that there must be no discrimination in admission to union mem-

bership on account of race, color, religion or sex. Arbitrary or excessive dues, initiation fees and fines are prohibited; full and detailed financial reports must be furnished members, and strikes can be called only after a majority vote by secret ballot.

Jurisdictional disputes do not constitute a lawful labor dispute; employers are given the right to hire and fire as they please, even disregarding seniority rights agreed upon.

Refusal by an employer to grant a closed shop agreement cannot be made the subject of a lawful labor dispute.

As to jurisdictional disputes and strikes called without majority vote, or a denial of a closed shop demand, the workers are prohibited from picketing or boycotting.

The law makes it an illegal secondary boycott to refuse "to handle, install, use or work on particular materials, equipment or supplies," thus in effect adopting a "hot cargo" law.

Company unions are so defined as to make them legal. Also no dispute can be had with the single employer, such as the lone self-employed barber, plumber, etc.

Collective bargaining agents can be elected only by a majority of all employees, whether they vote or not, and any group of workers may demand that a particular name go on the ballot, thus employer stooges can select a variety of names for the ballot, making certain that no one will get a majority and thus prevent a bargaining agent being selected. Deductions for "check-off" are greatly restricted by requiring individual written authorizations, and they can be terminated on 30 days' notice.

A comprehensive code of unfair labor practices by employees is provided, violation of which puts the union out of business in that it cannot act as bargaining agent, and picketing and boycotting is thereafter denied.

There are numerous other provisions which clearly establish the Colorado law as the most vicious anti-labor law in the country.

Most important of all, however, is the provision requiring compulsory incorporation. This is the first time in the history of the American labor movement that any state has provided for compulsory incorporation of labor unions.

The provisions for compulsory incorporation are made to synchronize with the many sections which exercise a complete control by the state over the internal affairs of the unions. Thus, if a violation of any of these provisions occurs, then the charter of the corporation can be revoked and the union put out of business. That is the purpose behind the compulsory incorporation provision.

The attorneys for the state federation of labor, in association with the AFL, have instituted suit attacking the provisions of this law.

Michigan

Michigan added to its criminal code another crime — interference with transportation. The law consists of one paragraph which reads:

"Any person who shall, without lawful authority, by force, stop or hinder the operation of any vehicle transporting farm or commercial products within this state, or the loading or unloading of such vehicle, with the intent to prevent, hinder or delay transportation, loading or unloading of such products, upon conviction thereof, shall be guilty of an offense punishable by imprisonment in the county or municipal jail for not more than 90 days or by a fine of not more than \$100, or by both such fine and imprisonment, and upon a second or subsequent offense shall be punished by imprisonment in the state prison for not more than 2 years or by a fine of not more than \$1,000, or by both such fine and imprisonment. This section shall not apply to railroads."

This is a bad law because of the broad language used, and the opportunity it affords anti-labor judges to so construe it as to hold peaceful picketing or striking to constitute a crime.

Although the word "force" is used as a basis of the crime, "force" may be held to occur by means other than physical, as for instance a threat of strike or an actual

strike. Some courts hold any form of coercion to constitute force.

Thus many normal activities which may hinder the operation of a vehicle, or the loading or unloading of one, may be held to violate this law. The courts may, however, give a narrowed interpretation which will render the law less harmful than it appears to be on its face.

Pennsylvania

Pennsylvania amended its election laws so as to prohibit political contributions by "unincorporated associations," which includes trade unions. The Pennsylvania State Federation of Labor takes the position that the law framed is discriminatory and therefore invalid. The state federation will contest the validity of this law.

Florida

To understand the situation in Florida it is necessary to point out that State Attorney General Watson has led a one-man crusade against the fundamental rights of organized labor.

He centered his chief attack upon the closed shop, and has sought to outlaw it by commencing two suits, one against the Moore Pipe Company and another against the Tampa Shipbuilding Company to revoke the corporate charters of these companies for having entered into closed shop union contracts.

Both cases were tried and defended by the AFL General Counsel Joseph A. Padway. Both trial judges denied the attorney general's plea and held closed shop contracts in peacetime, and those not having to do with war production, to be valid.

The judges held, however, that in wartime and in war plants closed shop contracts are invalid. The cases were appealed to the supreme court of Florida.

In spite of the holding of two Florida judges that closed shop contracts are lawful in peacetime, the attorney general induced the legislature to adopt a resolution submitting to a vote of the people a constitutional

amendment seeking to outlaw the closed shop in Florida.

The vote on this amendment will not be had until next spring. The Florida State Federation of Labor advises that a vigorous campaign is being planned in an effort to defeat its passage.

The Florida legislature also passed a licensing bill which among other things provides as follows:

Prohibits jurisdictional strikes; requires majority vote of workers before strike can be called; unions may sue or be sued in their own names; initiation fees are limited to \$15, unless a higher fee now prevails; all unions must register with the secretary of state and business agents must be licensed; picketing is greatly restricted; criminal penalties consisting of fines up to \$500 or imprisonment up to six months are provided in case of violation.

A case is being planned by the Florida State Federation of Labor to test the validity of this law.

Alabama

Alabama adopted a vicious bill. Certain provisions of the bill establishing a department of labor to mediate labor disputes are not detrimental to labor; however, the other provisions of the bill are: It requires registration of labor unions and a yearly accounting of all receipts, expenses and assets; it outlaws the closed shop, providing that every person is free to join or refrain from joining a labor organization; it limits picketing activities and also prohibits workmen from refusing to handle materials made or transported by non-union labor unless by agreement with their employer.

Strikes are prohibited by the bill in the absence of a majority vote of the employees; the bill outlaws "work permit systems" and fees, dues, etc., may be charged by labor unions only to members; no supervisory employee may be a member of a labor union in which non-supervisory workmen are eligible for membership.

The act also prohibits unions from ex-

pending funds for any candidate for political office. A labor union violating the act is subject to a \$1,000 fine, a person a \$500 fine or imprisonment at hard labor up to a year, or both.

Massachusetts

Massachusetts undertook to legislate respecting "permit" fees and charges.

The law is short and reads:

"No labor union, or person acting in its behalf, shall require any person, as a condition of securing or continuing employment, to pay any fees or assessment other than such initiation fees, dues and assessments as are, by the constitution and by-laws of such union, chargeable upon members thereof. Any union or person violating any provision of this section shall be punished by a fine of not less than \$100."

It is apparent that the law is aimed at the practice of charging a fee for the issuance of permit cards. The law does not prohibit the issuance of such card or the charging of a fee, but it limits the charges to the sum fixed for regular members as provided in the local's bylaws or constitution.

Where a union's constitution fails to specifically prescribe initiation fees, dues and assessments the courts may hold that no sum may be charged. However, this may be overcome by the locals in amending their by-laws or constitutions to provide for these items.

Minnesota

Five vicious bills sponsored by several reactionary farm organizations, stooging for manufacturers' associations, were defeated through the excellent efforts of the Minnesota State Federation of Labor.

However, the Minnesota Labor Relations Act was amended so as to include broad definitions of agricultural products, processor, and marketing organizations and to prohibit ordinary, usual and lawful labor activities if it adversely affects such products or persons.

The act was further amended to include the provision requiring a majority vote before a strike can be called.

Following this is a broad "interference" clause making it unlawful to hinder or prevent production, manufacture, transportation or *processing* of agricultural products. Although the right to strike is preserved, it is so interwoven with other inhibitions in the act that only a supreme court decision will determine the extent of labor's right to strike.

Another bill was passed dealing with the subject of "jurisdictional controversies." This law requires such controversies to be certified to the governor by a labor conciliator; the governor may then appoint a labor referee to hear the controversy. The labor referee shall decide the controversy in accordance with the charter grants of the parent organization of the unions if such unions are affiliates of the same parent organization.

In other cases the referee shall decide the case so as will "best promote industrial peace." The law permits the unions in controversy on their own volition to submit their dispute to their own parent tribunals for decision. But whether a labor referee takes jurisdiction or a parent tribunal obtains jurisdiction, it becomes unlawful to call a strike, or boycott the employer, or engage in picketing.

Another act passed by the Minnesota legislature bears the fantastic title "Minnesota Labor Union Democracy Act." It limits the election of union officers to terms not exceeding four years. It requires election by secret ballot. Notice of elections must be given every member. Officers must furnish all members with a statement of receipts and disbursements, and assets and liabilities each year.

The governor is empowered to appoint labor referees to decide disputes, and they are to be paid \$15 per day, but the nature of the disputes to be decided is not clearly set forth. However, some information as to jurisdiction of the referee is disclosed in Section 4, which permits the labor referee to conduct a hearing and send notice to the "labor organization and to the officers

thereof who are charged in the complaint with dereliction of duties."

If the labor referee sustains the charges "such labor organization is thereby disqualified from acting as the representative of employees until such disqualification has been removed."

It is apparent that the foregoing legislation passed by the 12 states designated has one fundamental objective, that is, the complete destruction of labor unions, or the

rendering of them so weak and ineffective as to amount to virtual destruction.

The American Federation of Labor has advised its state affiliates not to comply with these state laws until final adjudication as to their validity is had in the courts, for compliance with these state laws at this time would revolutionize the trade union movement, and destroy in a great measure the normal, usual, and lawful functioning of our trade unions.

Theorists Threaten Milk Supply

BY DAVID KAPLAN

Chief Economist, International Brotherhood of Teamsters

HOME delivery systems in many metropolitan areas are facing a struggle for survival. Wartime shortages of rubber, gas, and motive equipment have resulted in severe curtailment programs. The easing of these shortages will not bring relief, for there still remain programs of manpower and price rollbacks which are being made the excuse for even more severe curtailment plans.

The real threat, however, does not arise from conservation needs nor prices but, rather, from the presence in government war agencies dealing with civilian economy of groups of theorists who are convinced that these systems are outmoded and costly, and under the guise of war emergencies, are determined to try out their own pet types of social vivisection.

War agencies provide perfect cover for them.

The ordinary safeguards of decent procedure, public hearings, and development of factual records which are part of our peacetime system of administrative law, are here altogether abandoned for a system of law by decree. Under such a system this group can succeed in subverting the program of conservation and price rollbacks to one of reforming distribution patterns and changing consumer buying habits.

These theorists are not a malevolent group of people; they are social and economic reformers who sincerely believe that as a result of unrestrained competition the United States has created an extravagant, wasteful and costly system of distribution of goods, which they feel it is their mission to overhaul. The retail delivery of milk is their pet example of hopeless inefficiency, which cries aloud to them for correction.

A plan to reform milk distribution in metropolitan areas, which bears all the earmarks of having been developed by members of this group, is now being promoted in high government circles. This plan includes:

1. The elimination of all retail deliveries in congested populous territory liberally spotted with stores.
2. Every-other-day delivery in all other areas.
3. Zoning so that but one route man can serve a territory.
4. Elimination of quality grades of milk to simplify the distribution system.
5. Elimination of sales of by-products like chocolate milk, buttermilk, butter, cheese and eggs from retail vehicles.
6. Requirement of minimum loads so that no vehicle serving the home departs from a branch unless loaded with no less than 360 home delivery quarts, exclusive of

wholesale quarts on the vehicle; and, vehicles serving wholesale exclusively cannot depart from a branch unless loaded with 1,600 quarts.

The sponsors of the plan have conservatively estimated that in one large metropolitan market it would take a toll of 4,000 drivers' jobs. In that particular market there are already over 2,000 additional men in the armed forces whose jobs have been eliminated by curtailments.

Their thinking about the wastefulness of home delivery distribution is altogether too loose. Their system might show a cost accountant's saving for individual companies, but it will also show great social waste.

In an every-day home delivery service, a routeman will serve about 200 families with fresh milk each day. Regardless of what system of distribution is used, the milk must ultimately be gotten to the home. Either the routeman brings it there, or somebody substitutes for him.

Is it more efficient to have 200 consumers, or in the alternative, a score or more of storekeepers, or any combination of these take over one routeman's job?

Consider that a quart of milk weighs over two pounds exclusive of the container. Consider, also, that milk is a perishable

fluid, requiring proper refrigeration and sanitary handling to protect it from contamination. How, under these circumstances, can anyone doubt that home delivery service, in which both personnel and equipment are subject to rigid health regulations, is not only the most efficient but, also, the safest method of milk distribution?

If these theorists have their way they will set labor relations in many milk markets back decades. Only the decent distributors who respect law and order would comply. It could never be enforced on the chiseler who would take advantage of the restrictions to extend his influence over the retail milk business.

His easiest means of accomplishing this with impunity is through extending the peddler system. To have this happen would not only be a calamity to the employee and his union but to the decent distributor, the customer and the community.

It is fervently hoped that the high government officials to whom the plan must finally come for approval will, in the absence of public hearings, avail themselves of the experience of labor and decent employers truly interested in the home delivery system of milk distribution before they come to a decision on such plans.

This is How Congress Saved the World

Now that congress has recessed and its members are back home telling luncheon clubs how they saved the world, it should not be amiss for labor to recall just what these congressmen did.

They passed a vicious anti-strike bill which many of them will admit will not prevent industrial strife, but probably promote it.

They repealed President Roosevelt's limiting salaries to \$25,000, while at the same time they refused to grant the administration's request for an appropriation sufficient to insure a real rollback of prices through payment of subsidies.

They abolished the National Youth Administration and the national resources planning board.

On the constructive side, congress provided enough funds for prosecution of the war, approved continuance of lend-lease and the reciprocal trade agreement policy. However, it is significant to members of organized labor that the members who fought lend-lease and the reciprocal trade agreement policy were the same individuals who favored drastic labor legislation and fought against rollback of prices for the consumer.

—Minnesota Teamster.

Political Activity Not Restricted

BY JOSEPH A. PADWAY

General Counsel, International Brotherhood of Teamsters

LABOR organizations are presently confronted with the question — What political activities may they engage in, and what constitutes an unlawful political contribution under the War Labor Disputes Act (Smith-Connally Bill)?

Section 9 of the act amends Section 313 of the Federal Corrupt Practices Act passed in 1925. Section 9 reads as follows:

"It is unlawful for . . . any labor organization to make a contribution in connection with any election at which presidential and vice-presidential electors or a senator or representative, or a delegate or resident commissioner to congress are to be voted for, or for any candidate, political committee, or other person to accept or receive any contribution prohibited by this section."

Punishment for violations are: for unions fines up to \$5,000; for officers of unions, fines up to \$1,000 or imprisonment up to a year, or both.

It is apparent that with respect to the candidates included in Section 9 above quoted, unions making outright money contributions, or things of value such as donations of literature, radio time, paid ads, etc., to a candidate or his committee, at his or its request, or with his or its agreement, is a violation of the law.

It is equally clear that the law places no limitations or restrictions on the expenditure of any sums of money by labor unions in connection with any activities undertaken by a union on its own behalf, in its own interests, to promote its own welfare (such as a legislative program) even though such activities are intended to elect or defeat any candidate or candidates for office.

Therefore, on their own account, without agreement or arrangement with any candidate or committee, unions may expend money in connection with all usual and nec-

essary activities to elect or defeat candidates, if done in furtherance of their social and economic program to improve and promote the welfare of the members.

Such activities may include, for example, compilation and distributing to affiliates and to the public, the voting records, speeches or other statements of candidates.

The unions may purchase radio time and discuss the merits and demerits of candidates and their platforms in relation to labor's welfare.

Unions may print newspaper ads containing similar discussions. They may send officers and organizers to make speeches at union as well as public meetings and may pay for advertising and hall hire of such meetings.

They may even invite a candidate to appear at such meeting if the purpose is to have him explain his position on matters of interest to labor; in short, labor unions may continue to engage in all the ordinary activities which in the past had customarily been engaged in by them affecting political candidates and parties, when the union's purpose is to further its own social and economic program.

The prohibition against making political contributions applies only to labor organizations as such; this prohibition does not prohibit any individual union member or group of members acting as individuals from making money or other contributions.

Whatever contributions are made to a candidate or committee, however, must be made as individual contributions and such contributions cannot come from or through labor organizations in the form of special assessments, or otherwise. Individuals must contribute on their own, although a number of individuals can do so jointly.

The foregoing raises the further question as to whether a person who is an officer of a labor organization may spend his own money in campaigning for a candidate or render service at the candidate's specific request, or on request of a party political committee, or in any other manner render valuable services to a candidate or political committee.

The answer is—*Yes*, provided he does so as an individual, and on such time as is his own.

If the particular union official is not confined to definite days or hours in the performance of his union duties, then he may utilize such time as he can conveniently spare from his union duties to serving a candidate or political committee, but he must be careful to do so in the capacity of an individual citizen and not as a union official.

If in such capacity he signs documents,

or his name appears on campaign literature, he should omit all reference to his official union title, for otherwise it may give rise to the charge that it is being done at the specific request of the union and thus held to constitute a union political contribution in violation of the law.

In conclusion it can be stated that if no direct money contributions are made to any political candidates and if the activities carried on by labor organizations on behalf of political candidates are carried on on the labor organization's own initiative and in the bona fide effort to protect and advance the interests of the membership without the specific request by candidates or their committees to undertake the particular activities involving the outlay of money, labor organizations are free to engage in any of their usual activities in political campaigns, and to make the necessary expenditures in so doing.

American Communists Can't Bluff Biddle

ATTONEY GENERAL FRANCIS BIDDLE has not begun pussyfooting with Communists just because we are fighting Germany on the side of Russia. He still does not like Americans who take orders from a foreign country or from a foreign organization intent upon the destruction of democracy. He speaks his mind freely.

Biddle warned CIO Textile Workers that Communist infiltration into labor unions "is still a problem." *Daily Worker* (Communist) reporter asked:

"Do you believe that the Communist-

influenced unions are not democratic?"

"Do you think Communist policies are democratic?" retorted Biddle.

Remember that the FBI takes orders from Biddle, and that Biddle is in a position to know something about Communists. He also knows about labor. He is a liberal. So the entire country, and workers in particular, can be thankful that the man charged with the administration of justice knows the difference between a Communist and an aggressive trade unionist.

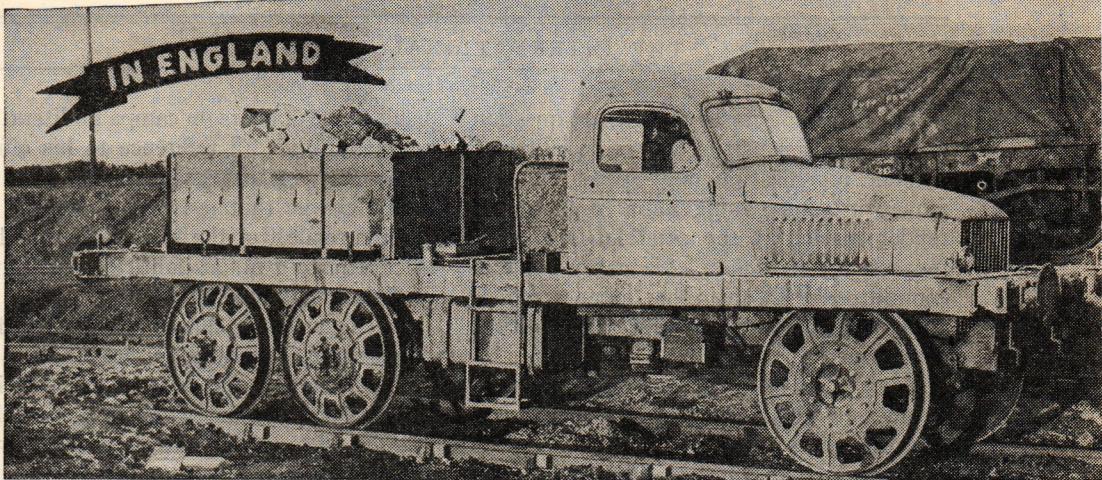
—*Cigar Makers' Journal*.

Military Training Is the Way to Peace

PERMANENT peace is a fine dream. A dream only. We can achieve a more or less permanent peace by keeping a little ahead of any other nation or possible combination in armament and preparedness. By being ready to fight at the drop of a hat at any time and anybody. By achieving more and better ships, airplanes and tanks

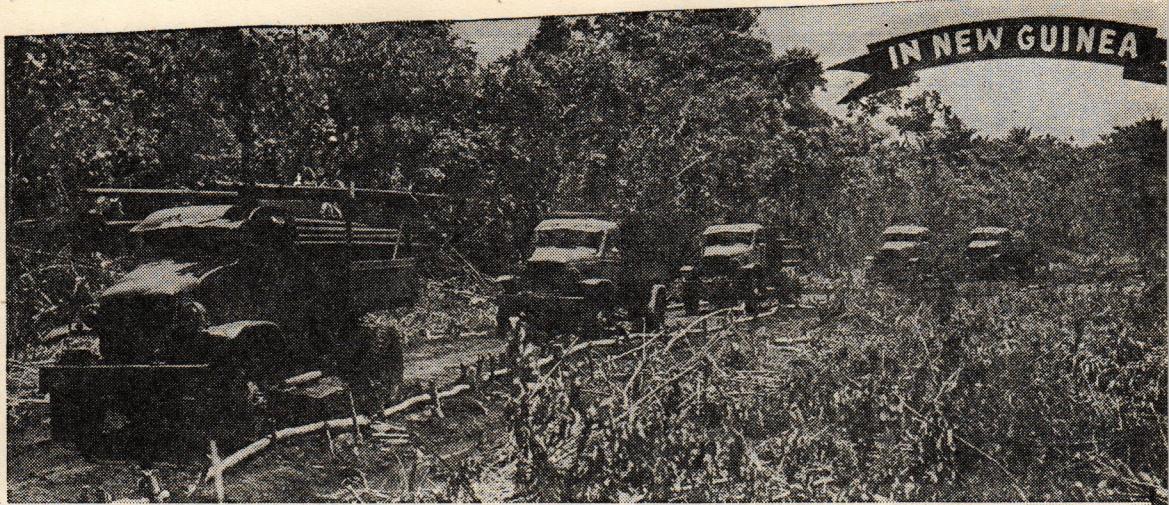
and by that mental willingness to defend what we have with the last drop of our precious blood.

As long as man is vile the hope of permanent peace is futile. An idle fantasy. Prepare our young men to take the warpath on a moment's notice. That is the way of peace.—*Southwest Teamster*.

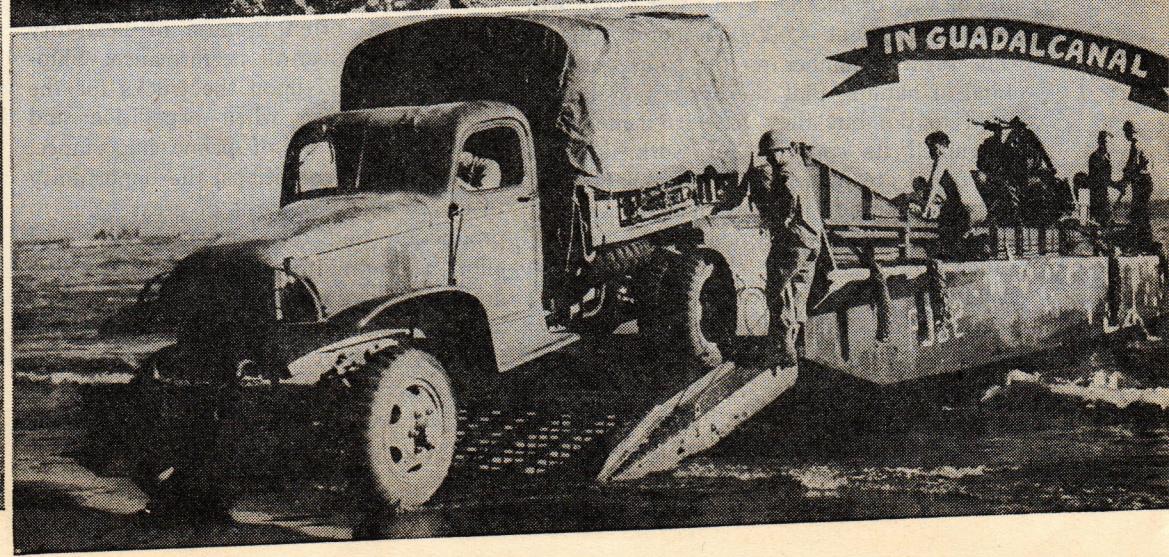
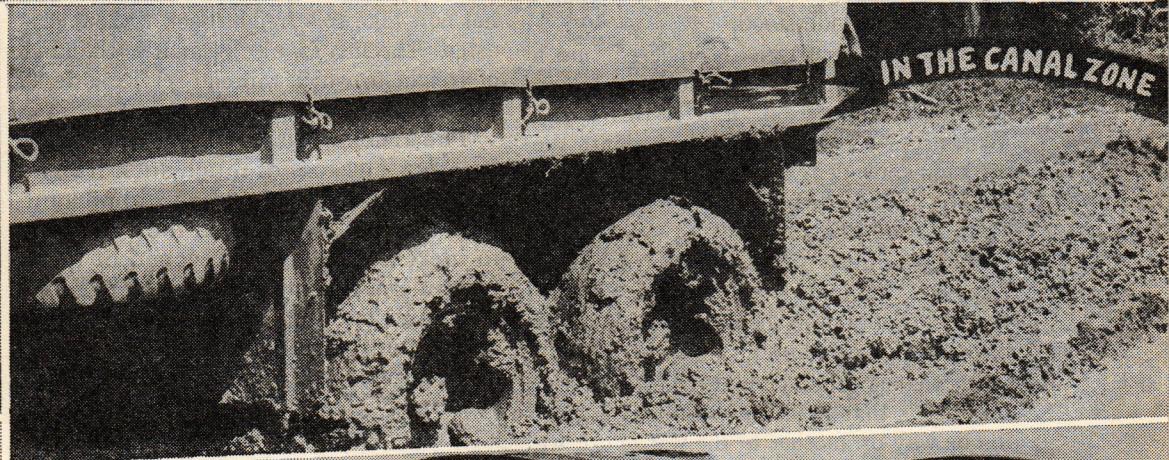


U.S. TRUCKS





TRUCKS AT WAR



Victory Rests on Transportation

BY JOSEPH B. EASTMAN
Director of the Office of Defense Transportation

NOBODY needs to be told now that war production and the whole war effort are absolutely dependent on transportation—of both property and persons, and that domestic transportation is quite as important as overseas transportation.

The fact is generally recognized.

Everybody recognizes, also, the importance of the railroads in domestic transportation, and how remarkably well they have performed. The like importance of motor truck and bus transportation is, perhaps, not so widely understood.

Motor transportation rendered much good service in the last World War, but in the intervening period, prior to this World War, it grew from an infant to a giant. We are now dependent on these highway automotive vehicles as no other country on earth is, and in many different ways.

In our military forces, motor trucks and jeeps are numbered by the hundreds of thousands, and both the army and the navy have big quotas of buses.

In what is called civilian transportation, the fact is that practically all of it is vital in one way or another to the war effort, we now have about 4,600,000 motor trucks. The greater number do the same general kind of hauling that the horse and wagon used to do, but they have tremendously magnified its capacity for work. About 1,000,000 are owned by farmers, and the farms could not possibly now get along without them. Nearly 3,000,000 are in other private use or, to state it more accurately, in other service which is not for-hire service. Our local community life and many businesses are vitally dependent on these trucks.

About 600,000 are in for-hire service, some of it local, but much of it over-the-

road, intercity service. This is where the larger trucks are to be found, and those most intensively used. The relative numbers do not indicate the present importance of this form of trucking to the nation; but every industry knows it, our military forces know it well, and even the railroads know and frankly recognize it.

These trucks have taken away from the railroads a great amount of short-haul package and other high-grade freight. With the load they are carrying, the railroads could not now take this freight back without disaster. The fact is, also, that it is the kind of freight to which railroad service is least well adapted.

The trucks can handle it more efficiently. The loss of much such freight to the trucks is one of the important factors that has enabled the railroads to increase the average speed of their freight operations very materially in recent years, and hence to get more service out of their equipment. This has contributed to their present fine showing.

The trucks also move considerable long-haul freight, often because of flexibility and speed of over-all performance. Shippers can depend upon the trucks for the necessary service, when expedition and quick delivery are of prime importance. Under present conditions, the opportunity to utilize such service is of great value to production and distribution in the war effort, as the military authorities have time and again attested.

It follows, beyond the slightest question, that the preservation, conservation, and maintenance in effective condition of motor transportation is just as vital to the nation as is the preservation, conservation and

maintenance in effective condition of rail transportation or any other form of transportation. But it is also a fact, which I think few realize as they should, that the difficulties to be overcome, if this is to be done for motor transportation, are even greater than those which confront rail transportation.

Take, first, the matter of manpower, which I rank high on the list of dangers. Motor transport employees are predominantly drivers and mechanics. The drivers are for the most part comparatively young men of draft age. The demand for good mechanics—and those who have worked for the motor carriers are very versatile—in the shipbuilding and other war production plants is tremendous; and in the military forces, because of the great amount of motor equipment that they use, there is a special and very pressing demand for automotive mechanics.

The consequence is that the motor carriers have already suffered a heavy drain on manpower, and, also, as the draft progresses under present plans, the danger of loss of a large part of their effective force will become very grave.

In certain parts of the country, particularly Pacific Coast territory, this danger has already ripened into a positive and threatening menace to this form of transportation.

Yet, if there should be even a partial breakdown, the military forces would be among the first to suffer in consequence. I know they recognize this fact, for responsible officers of the army have already brought it forcefully to my attention.

Older men, those rejected for military service, and even women can be and are being used, to some extent, in bus service and even in lighter forms of truck service. But there is much over-the-road truck service which it seems must use, as drivers, physically fit, strong, and comparatively young men, and where *months of training* are required to develop the necessary degree of skill.

A second major danger stems from the difficulties in obtaining new equipment. After Pearl Harbor, the manufacture of new automobiles was stopped, and also the manufacture of new motor trucks for other than military use after those then under construction had been completed. The manufacture of buses was carried on longer, but on a much reduced scale, and eventually it also was practically stopped, with the exhaustion of manufacturing inventory. The result has been that, for the past year and a half, the country has been dependent on a supply of new trucks equal to less than one-tenth of normal supply.

While it is true that the railroads have also had to struggle on against an overwhelming tide of increased freight and passenger traffic with a most meager supply of new equipment, and are menaced by this fact, there is an important difference between rail and motor equipment. Rail cars and locomotives are comparatively long-lived property.

In contrast, trucks and buses, as they have been built, are distinctively short-lived property. Many are now being operated which would long ago have been replaced under normal conditions, and they are kept in service only by constant repairs which have much increased the cost and reduced the efficiency of their operation. Of course this sort of thing cannot go on indefinitely.

It has, necessarily, increased the need for repair parts. The supply of those parts has been uncertain. This situation is improving, I am glad to say, but the repair parts are often of lower than prewar quality.

This is because of the shortage of critical materials and the need, particularly, for conservation of high-grade alloy steels. The repair parts now supplied often give inferior results in cost and efficiency of performance. While this may in part be due to inexperience in the use of these substitutes, it is none the less a serious condition.

Finally, the financial condition of many of the motor common carriers of property has apparently been impaired. Their situation in this respect is quite different from that of the railroads.

The railroads, because of their prewar unused capacity, have been able to take on a great part of the heavy increase in traffic without a corresponding increase in expense or in overhead charges.

Among the reasons are the ODT orders which have required the heavier loading of cars, and the fact that considerable traffic now moves for long distances in practically trainload quantities. Particularly is this true of the great new petroleum traffic to the eastern seaboard. For these various reasons, railroad net earnings have improved very greatly.

The trucks, as well as the railroads, have been helped by the increase in traffic volume and concentration, and by ODT orders which have resulted in heavier loading and improved load factors; but the degree of help in this respect for the trucks has been less.

Both have had increases in wages, but the increases in the case of the trucks have followed a much less uniform pattern, and they have often fallen very heavily on individual carriers. It also seems to be true that the heavy drain on motor transportation manpower has considerably reduced the efficiency of employee performance, a result which has been felt especially by such carriers as have extensive terminal operations.

Along with this goes the increased cost of operation caused by lower efficiency in the mechanical performance of the vehicles.

Finally, it appears that, no doubt because of railroad congestion and the steps which have been taken to accomplish a heavier loading of less-than-carload rail traffic, the motor common carriers which serve both large and small communities and handle both truckload and less-than-truckload traffic have had a very large increase in so-called minimum package business which,

under present conditions, is very expensive to handle.

These conditions, which I have thus undertaken to summarize, of course all emphasize the necessity for conserving truck and bus operations in every possible way.

It was the rubber shortage which led us into this campaign of conservation, and that remains a prime reason, but the present and prospective shortages in manpower and vehicles, the inefficiencies which have been forced upon motor carrier operation by war conditions, and the impaired earnings of many of the vital trucking companies, to say nothing of the gasoline shortage in the eastern area, strengthen the necessity for continued conservation. And the opportunities for self help in this way have not been exhausted. There is much which the motor carrier operators can do to help themselves which they have not yet done.

I fear, however, that the problem cannot wholly be solved in this way, and that is the particular reason for this statement. Any general breakdown in motor transportation, or even a breakdown in one or more areas, would have consequences, in its impact upon our transportation service, so serious that they would react gravely upon our whole war effort. Transportation, as I have indicated, is in these days an essential and very large part of that effort in many different ways.

In the last analysis we must have drivers and mechanics for essential motor transport, whatever may be necessary to accomplish that result. They are, in their way, quite as vital to the war effort as soldiers and sailors.

The time has come, also, when we cannot safely proceed on the theory that our supply of motor vehicles can be sufficiently maintained, without more extensive replenishments of vehicles and a better flow of replacement parts than have yet been permitted.

Finally, those in authority who have control over rates and charges must give serious thought to the need for protecting the car-

riers against financial results from operations which will jeopardize the continuance of these operations. They must also bear in mind that this is a problem which cannot wisely be dealt with from the standpoint of general averages. The needs of particu-

lar kinds and groups of carriers must be taken into account.

This statement, in short, is a warning. In the long run, the only way to avoid trouble successfully is to foresee its possibility and prepare for it in advance.

No-Strike Pledge Still Stands

— Higher Taxes Should Absorb War Profits

BY DANIEL J. TOBIN

OF COURSE we are impatient with the War Labor Board because they are delaying hearings on our cases which we have sent to them for adjustment or consideration. I spent two and one-half hours before the War Labor Board a short time ago endeavoring to convince them of the seriousness confronting us and advising them that it was getting difficult to hold the line.

I even went further than the War Labor Board. I went to the top in the administration; but that is not the answer.

We are expected to make sacrifices and make them we must, and we should be deeply grateful and thankful that we at home are not called upon to make greater sacrifices.

I was down around Boston during the month of August and I heard people complaining because there was a shortage of gasoline for pleasure driving. What a mockery! What a humbug!

How selfish we are, all of us, when it is considered that 10,000 bombers are raiding at one time the enemies of world civilization, that those bombers use a gallon of gasoline every 20 seconds, and that gasoline, the greater part of it, has to be furnished by our country, and that the lives of future generations are dependent upon that gasoline.

How senseless it is to hear somebody who wants to go somewhere to visit someone else complaining about the shortage of gasoline.

Every pleasure car in the nation should have been confiscated by our government a year ago except those cars absolutely needed in business.

The writer of this article made that suggestion to the President of the United States. The first consideration should be our government and the bombers and other equipment that are being used to fight our fight so that we may come home at night in safety from an enemy that is ruthless.

Next, the trucks of the nation should have gasoline before pleasure cars, so that men engaged in driving trucks for a living and maintaining the transportation system of the nation should not be made to suffer by a shortage of gasoline after our army and navy are supplied.

One of our drawbacks in this country is that the masses of the people do not understand what war means, nor do they understand what there is at stake. Not only is your property and your life and the lives of millions of our people at stake in this conflict, but the civilization of the world for generations to come is involved in the conflict.

Then is it too much of a price to pay to make the sacrifices, the very small sacrifices, that we are called upon to make, and to do so generously, and to ask, with a spirit even of selfishness, the selfishness of our own preservation—"Is there something else I can do?"

I know how difficult it is for the men driving trucks to understand why the wage contract they presented two months ago is still pending before the War Labor Board. There are perhaps 10,000 cases before the War Labor Board. There are 800 of our own cases. We are trying to do the best we can. We are making slow progress.

It is possible that wages may be frozen and that no new wage contracts will be permitted after a certain date. That is the alternative of war. Wages would have been frozen now and no contracts would be accepted were it not for the fact that prices have altered and that they have been going up.

Then again, the employers who willfully refuse to adjust matters at home with our members are responsible for a great deal of our misery, and the government is not blinded by the action of this class of employers.

We hope that every dollar they make above a reasonable profit on their honest investment—not on their phoney investment—that every one of those dollars will be taken away by taxes. Strip them of the excess profits and then they will deal with labor honestly.

I fully understand there are thousands of decent, fair-minded employers. I also understand that many of them have serious competition and that the cost of upkeep in their business is great, but I am referring to the chiselers, some of the corporations engaged in manufacturing, who want to pay as

little as they can and hoard up their gold, which will be worthless if the enemy conquers us.

The "no strike" pledge still obtains. We have pledged ourselves, with all other labor unions, to cease striking in any kind of industry that has to do with the war.

This does not mean that non-essential industries cannot be struck, but there are very few such employments or industries. This does not mean either that the chiseling employer that cheats on overtime, cheats in wages, refuses to confer with representatives of the union, is safe from a stoppage of work after all means have been exhausted to bring about a conference or settlement.

It does mean that men who are driving trucks are soldiers and that their responsibility to their country and to their government is just as great and as important as if they were wearing uniforms.

The "no strike" pledge to our government is part of our obligation, and agitators who stop work and pull wildcat strikes without conferences can and will be classed as enemies of our country. And employers who refuse to be fair, to be decent, to be honest, and to do business honorably shall be regarded as the Japs who double-crossed us at the conference table in Washington when they stabbed us in the back at Pearl Harbor.

All of us working together, having patience, willing to sacrifice, will pull this country and this world out of the quagmire of murder and blood into which it has been plunged by the enemies of all humanity.

Let's Throw the Rule Book Away

When the Japs executed our prisoners of war and sank a brightly-lighted hospital ship they proved what this magazine said several months ago—that this is not civilized war. The Japs are trying to exterminate us as quickly and brutally as possible.

We'll win the war if we exterminate them first. In the meantime let's not tie our hands by observing rules the Japs laugh at.

Let's throw the rule book out the window and give them death in whatever way we can do it most efficiently.

Infected Milk Menaces 7 States

Farm Peddlers Expose Public to Many Diseases

BY JOHN S. PICAGO

International Representative

THE death of Edsel Ford from undulant fever is a warning of the danger that confronts the public from contaminated milk supply.

Undulant fever is one of the deadly diseases carried by unpasteurized milk. It is spread by the milk from cows afflicted with Bangs disease.

Public health authorities have warned since Ford's death that the danger from undulant fever is increasing in seven states whose legislatures refused to match federal funds for the control of Bangs disease.

These states are:

Indiana	Colorado
California	Nevada
Texas	Oklahoma

Massachusetts

The legislatures of these states practiced economy on the public health by refusing to cooperate with the federal government in eliminating diseased cattle from their dairy herds.

This means that the residents of those states are in increased danger of contracting the disease that killed Ford and many other persons.

The germs of undulant fever, typhoid fever, tuberculosis and diphtheria are carried in the unpasteurized milk peddled by farmers in thousands of communities throughout the country.

This is particularly true in the raw milk peddled to residents of Chicago and St. Louis in competition with that of legitimate dairies whose milk is pasteurized under strict supervision.

The same competition exists in other large cities and in hundreds of smaller ones that are lax in enforcing their milk regulations or which have no milk regulations.

Every time a labor union or an industry attempts to enforce fair competitive or public health regulations against a farmer, they are met with hysterical cries of "free enterprise."

In this case, "free enterprise" means the right of a farmer to spread any kind of disease that his cows carry. Investigation has shown that many of these milk peddlers store their milk in unsanitary or filthy places where it is likely to become contaminated, even if it came from healthy cows in the first place.

The farmer who peddles raw milk undercuts the price of sanitary dairies who employ labor at living wages and have a large investment in their business.

Their scientific plants and their delivery systems assure the public receiving the milk while it is fresh and free of disease.

The peddler usually has no way of knowing whether his cows are unhealthy until they drop dead. As long as they stand, he milks them. And as long as they are diseased, the disease is spread wherever people are suckers for saving a cent or two.

In cities such as Milwaukee, having a rigid milk code, the public health is protected because all local dairies must pasteurize under city supervision and no milk may be distributed from outside dairies unless they accept city supervision also.

Milk Drivers' unions in all cities should watch for violations of their local milk ordinances and where there are weak ordinances they should agitate for the enactment of strong measures.

This is not merely a question of maintaining a standard of living. It is also a question of maintaining a standard of health.

Boston Teamsters Die Together

Boyhood Pals Fell in Attack on Guadalcanal

{See picture on opposite page}

THEY played together as children. They worked together as men. They died together as heroes.

That is the story of Clifford G. Barter and Francis Tyman of Local No. 829 of Boston.

Barter and Tyman fell in the heavy fighting on Guadalcanal last September. They were members of the First Marine Division officially cited for bravery by Secretary of the Navy Frank Knox.

"The courage and determination displayed in these operations were of an inspiring order," declared Secretary Knox in the official citation he issued for the marine division last February.

But Barter and Tyman never read that citation, unless, perhaps, news of it filtered into that distant valley where brave men rest in eternal bivouac.

Barter and Tyman grew up together in Somerville, Mass. They both went through Northeastern Junior High School there and graduated in 1934 from Somerville High School.

They went to work for the First National Stores in Somerville the following year and they both joined Local No. 829 of Boston.

In December, 1941, when the war hit America, they joined the Marines. They took their recruit training at Parris Island and advanced training at New River, N. C.

The following June they went into the South Pacific and were part of the Marine detachment which landed on Guadalcanal on August 7 and captured Henderson Field.

They and their comrades displayed "outstanding gallantry," Secretary Knox said,

and made possible the series of successful military and naval operations which sent hundreds of Jap ships to the bottom of the sea and thousands of Jap soldiers to join their savage ancestors.

Barter and Tyman are two of 800 Massachusetts Teamsters who have marched off to war from Local No. 829 alone, according to Business Agent John J. Greeley in a report to International headquarters.

Another distinguished soldier among those 800 is Private Philip Foley of Boston, who was one of the first three United Nations soldiers to land on Sicily during the recent attack.

He was one of the American paratroopers who leaped into the darkness over Sicily several hours before the main invasion force stormed the beaches.

An Italian sniper killed one of his comrades but a few moments later Foley killed the Italian. The third American of the trio was wounded and lost an arm.

While trying to help the wounded man, Foley was wounded in the heel by another sniper.

In spite of his wound, Foley continued to advance and reached a position where he continued to pick off Italian snipers until the main American invasion force caught up with him.

His mother died in Boston while he was in the midst of the Sicilian action.

There must be a glow in the hearts of Boston Teamsters when they think of Barter, Tyman and Foley — union men fighting and dying to keep their country free.

The peacetime politics of yesterday are responsible for many of the wartime hardships of today; the wartime politics of today will be responsible for many even more serious peacetime difficulties tomorrow. Labor on guard!

—The Zanesville (Ohio) Tribune.

*Semper
Fidelis*



THE SECRETARY OF THE NAVY

WASHINGTON

4 February 1943.

Cited in the Name of

The President of the United States

THE FIRST MARINE DIVISION, REINFORCED

Under command of

Major General Alexander A. Vandegrift, U.S.M.C.

CITATION:

"The officers and enlisted men of the First Marine Division, Reinforced, on August 7 to 9, 1942, demonstrated outstanding gallantry and determination in successfully executing forced landing assaults against a number of strongly defended Japanese positions on Tulagi, Gavutu, Tanambogo, Florida and Guadalcanal, British Solomon Islands, completely routing all the enemy forces and seizing a most valuable base and airfield within the enemy zone of operations in the South Pacific Ocean. From the above period until 9 December, 1942, this Reinforced Division not only held their important strategic positions despite determined and repeated Japanese naval, air and land attacks, but by a series of offensive operations against strong enemy resistance drove the Japanese from the proximity of the airfield and inflicted great losses on them by land and air attacks. The courage and determination displayed in these operations were of an inspiring order."

F. Knox
Secretary of the Navy.

Farmers' Guild Asks Cooperation

— Would Work with Business and Labor

BY OSCAR B. SMITH

Editor, The Farmers' Guild News

WAR is the greatest tragedy confronting our nation. Almost equally tragic is the gross misunderstanding between business, labor, and agriculture and the apathy towards the other fellow's views. The main contention is that of prices, whether for commodities or wages.

If all would confess their desires, the farmer would call it heaven if wheat were \$5 a bushel and hired help were 10 cents a day; labor would be satisfied with \$5 an hour wages if eggs were 10 cents a dozen; and business would be content if raw materials were free of charge, labor 3 cents an hour, and a net profit could be shown of 1,000 per cent.

Happily such is not the case. Justice and fair play demand a balance, even though the process is painful. As a premise, just what and where is the proper balance?

The balance can be reached by recognizing a few basic facts. All wealth must come from either the soil, air, or water, and everyone must benefit from these natural resources. Our national standard of living depends upon the prices paid to the producers of new wealth, and these prices create and sustain domestic purchasing power.

The soil creates about 70 per cent of our wealth. Farmers convert the greater portion of our natural resources into basic raw

materials. They manage our basic industry.

The national agricultural income definitely sets the prosperity of the quarter of our population directly engaged in farming. It affects at least an equal number who transport and process farm products and handle the articles which farmers must buy.

Agricultural income therefore exerts a more compelling influence over the standards of a greater number of our citizens than does any other factor in our economy.

It is said that there are three sides to every question; my side, your side, and the right side, and this time I am thoroughly convinced that I am on the right side as the following unbiased picture will attempt to show.

Statistics for the period 1921-1938 show that for all practical purposes, agricultural income, factory payrolls, and national income have a relationship ratio of about 1-1-7 or that a dollar of agricultural income results in a dollar of factory payrolls, thereby producing a national income of seven dollars.

Industrial labor has never earned more than agriculture, and normally follows a rise or fall in agricultural income.

An exception may be found that at the outbreak of the European war and under the influence of lend-lease, industrial pay-



Oscar B. Smith

rolls rose but farm prices did not follow. The government pegged certain farm prices before agricultural prices moved upwards.

If industrial payrolls dominate our economy as some contend, why is it that all the legislation of recent years designed to raise the income of industrial labor was not successful in raising it above the total agricultural income?

To maintain a prosperous nation in perfect balance, we must have first a prosperous agriculture. If agriculture makes a dollar, labor makes a dollar, and our national income is increased seven dollars.

If agriculture loses a dollar, labor loses a dollar, and our national income is set back seven dollars.

It behooves us all to prosper as never before, to service our national debt.

The parity concept for agriculture is sound, although I have heard it so often it makes me sick. The parity concept must apply to all citizens and see that each is on a par, or parity, with all others. Lack of a parity balance between labor, industry, and agriculture is a costly business.

If we had maintained the agricultural parity of 1926, or had maintained a gross farm income of about \$11,500,000,000 annually, between 1930 and 1938, our national income would have been \$228,900,000,000 greater than the actual income received and labor would have been fully employed.

We had the real wealth in raw materials and unused labor but we failed to mark the price tag properly.

If our citizens were in possession of this adequate parity balance, we could not satisfy our needs for food, fiber, and minerals, and our foreign trade would be stimulated beyond our ability to produce.

It is a national disgrace when the Agricultural Year Book of 1940 states that one-quarter of our population, including both farmers and laborers, was under a standard of living which could provide but five pennies per meal per person.

It is a calamity that the Department of Agriculture found it necessary to

send experts into rural areas to give instructions for making party dresses out of meal sacks and jackets out of potato bags.

So-called surpluses result from under-consumption. We never produced a surplus. They are imported surpluses which undermine our price structure and upset the parity concept.

Newspaper grain reports of September, 1940, stated that imports of Argentine corn were giving domestic corn serious seaboard competition and this at a time when we were arranging to store our "huge surplus of corn."

This hurt agriculture and displaced labor. Page 848 of the hearings before the House Agricultural Appropriation Committee in 1939 shows that our average annual farm imports would require 106,168 freight cars to transport them if produced in the United States. They displaced 598,996 man-days of railroad trainmen together with a loss in freight charges of \$17,500,000, to say nothing of their elimination of terminal truck short hauls.

Agriculture, business, and labor are inter-dependent, and must cooperate rather than fight each other.

Nothing will be gained by name-calling nor by invading each other's jurisdiction as was done by the large landowners of the Farm Bureau in 1941-1942 when they attempted to dictate national legislation designed to set wages, govern hours, and determine policies of labor organizations.

You Teamsters could well offer a grateful prayer for Dan Tobin for the scrap he waged against the proposals of "Massa Ed" O'Neal of the Farm Bureau.

Likewise the setting up of farm organizations within labor unions is proving nigh unworkable as witness the attempts of the Miners in their District 50. The motive was all right but the procedure fell flat.

We of the National Farmers' Guild ask that agriculture be permitted to recover its production costs plus a profit as the start-

ing point of a true parity basis. This is our main objective and has been for years even though the Mine Workers stole our thunder and promoted a dual organization.

Cost recovery in any business is not inflationary, and of a certainty it follows that prices which reflect farm cost of production cannot truthfully be termed inflationary.

There is no mysterious thing about agriculture which will permit indefinite production at below cost recovery levels. Cheap food and fiber cannot be forever produced at a loss by the farmers.

Full employment, happy homes, robust

children, travel, and mental development are the fruits of a prosperous agriculture. With the parity concept developed to include labor and business, the greatness of America has only begun. With such cooperation nothing can hinder our national progress. Without it, we shall lose the very things which your sons and ours are paying for with their lives on the war front.

The small farmers of the National Farmers' Guild want to do what is right and fair and only ask for support in securing legislated reforms. I have given the reasons why we should get along together and I believe we can.

Listen to This, Judge Slick!

— Didn't You Have This Evidence Before You?

HERE is the second installment of one of the war's greatest scandals as exposed on the floor of congress by United States Senator Homer T. Bone of Washington.

Bone made his exposé because of the fact that the Anaconda Wire & Cable Company virtually escaped punishment for a crime that might have cost thousands of soldiers and sailors their lives, had it not been detected.

The company escaped with a fine of \$10,000 on a five-million-dollar fraud perpetrated against the government in time of war—a fraud that was almost treason.

Five men responsible for carrying out the

crime were also "punished" with fines of from \$10,000 down to only \$100—one hundred dollars!

Not a man went to prison. The judge treated them like they were guests in his house instead of criminals in his court.

Who was this judge? His name is Slick—Thomas W. Slick of the federal court in Fort Wayne, Ind.

Why did he do it? Read the record and try to figure it out for yourself.

Following is the second installment of Bone's remarkable exposé of how big business is backing up the fighting sons of America on the battle fronts.

The indictments against the Anaconda Wire & Cable Co. and the individual defendants were brought under sections 83 and 88 of title 18 of the United States Code.

These cover activities constituting a defrauding of the United States and presenting false claims to the government. Conviction carries penalties of up to 10 years in the penitentiary and a fine up to \$10,000, or both.

After reading this indictment, let it be

recalled that the defendants pled guilty to each and every one of these terrible charges.

As I have indicated, the defendants appeared in court and entered a plea of guilty. The government attorneys had fully expected the company and the defendants to try the case before a jury rather than openly admit the truth of these awful charges.

The record discloses that counsel for both the government and the defendants made lengthy statements before the court, and the

court had before it all that had occurred before the grand jury, where a most complete disclosure of these crooked operations had been made through the testimony of those who had been active participants.

A somewhat general statement of the history of this case will be of interest to patriotic Americans, and to the mothers and fathers of all the boys who might have been the victims of this sort of operation had vigilant government inspectors and investigators not caught the company in the commission of the offenses.

Unhappily for our soldiers and sailors, this frightful and deadly fraud might not have been caught except for the consciences of some of the men whose guilty knowledge made them talk, and thus enabled investigators to prepare this air-tight case against the defendants.

Inspection of war materials for the United States Signal Corps and for the navy is handled by civilian employees in the plants where the material is being made.

These employees work under the direction of uniformed personnel of the army and navy, who supervise inspection in various districts for both the army and the navy throughout the United States.

During the month of August, 1942, Cyrus Shipp was the chief inspector for the United States Signal Corps at the plant of the Paranite Co. located several miles out of Marion, Ind.

A former employee of the Anaconda Wire & Cable Co. plant at Marion, Ind., was working for the Paranite Co. at the time.

This employee, Carl Westphal, became friendly with Cyrus Shipp and told him of all the practices in the test procedure on the various types of wire and cable manufactured by the Anaconda Co. in its plant in Marion, Ind.

Then Cyrus Shipp wrote his superior, at that time Major Prina in Philadelphia, who transferred Cyrus Shipp to the Anaconda plant in Marion as chief inspector.

Thereupon, Cyrus Shipp determined the location of certain secret devices secreted

beneath the desks in the inspection areas and satisfied himself that all of the practices related to him by Westphal were in force in the Anaconda plant.

It must be borne in mind that under contracts with the army and navy, specifications are a part of each contract.

These specifications are designed for the sole purpose of insuring quality in the material being purchased. So every material purchased must meet a certain standard quality or must pass certain tests that will demonstrate its serviceability and usefulness to the government.

Under these contracts the government does not own testing equipment, for all of the companies contracting with the government are required, under their contracts, to own and maintain testing equipment.

Under virtually all contracts, the inspectors working for the government do not perform the tests themselves, but simply witness the tests. The government inspectors would merely view the measuring devices or instruments which reflect the result of the tests, whereas, the test is actually administered to the material by the employees of the company.

The Anaconda Co., at its Marion, Ind., plant, was engaged in the manufacture of approximately 300 different types of cable for the navy.

They are different types in that there will be some different construction, some different stranding, some different insulation or outer covering in accord with the particular use the cable is to be put to.

A navy vessel is electrically operated and controlled. Cable of great flexibility is required in many instances such as the operation of searchlight batteries.

Oil-resistant types of cable are required where such cable will be beneath oil constantly. Cable for the operation of water pumps which may be beneath water constantly is required.

There are types of cable that must transmit great current such as degausing cable which encircles the inside or outside of the

hull of the ship and has the faculty of demagnetizing the steel vessel and thereby preventing the attraction of magnetic mines.

Cable is used in the operation of many different sizes of motors which function to raise or lower lifeboats, to operate ammunition hoists, to operate gun turrets, to operate all radio and detection devices and equipment aboard a vessel.

All of these types of cable were manufactured for the United States navy at the Anaconda plant in Marion, Ind.

For the United States Signal Corps the Anaconda Co. made great quantities of field wire, which is a telephone communications wire used in combat areas.

The plant made great quantities of assault wire which is a tiny light communications wire.

Assault wire is approximately one-eighth as heavy as the standard field wire and may be carried by a soldier with little impediment and is used in actual combat areas.

Anaconda made Parkway cable for the signal corps. Parkway cable is a type of cable that furnishes power for lighting purposes in airport construction and is generally used beneath the surface for lighting up and defining landing areas.

Anaconda was engaged in the manufacture of various types of wire and cable for the United States coast guard, for use by the Panama Canal Zone and various other government agencies such as Civil Aeronautics Authority, Bonneville Dam, and Tennessee Valley Authority. Great quantities of the above types of wire and cable were manufactured under lease-lend and shipped to Russia and Britain.

All of these types of wire and cable were inspected by the signal corps and navy inspectors and were required to meet certain standard tests and specifications.

Under these tests and specifications, it is seldom a requirement that a certain type or kind of ingredient be used.

There is sometimes a provision that certain kinds of ingredients not be used because those particular ingredients are known

to deteriorate rapidly and to be of inferior quality.

Specifications usually set up a test and require that the product manufactured meet that test without regard to particular ingredients of the product.

Specifications on nearly all kinds of material manufactured for the government are the result of long experience by industry.

These specifications are usually the outgrowth of manufacture by the particular industry over a long period of years and have been adopted by the industry long prior to manufacturing for the government.

Specifications are not generally designed by government engineers, but have been designed through long practice by the industry itself.

The only reason for evading and resorting to any practice to avoid tests and specifications on the materials sold the government is to cheat the government and sell to the government inferior, defective material.

It is possible that a plant can increase its production greatly by not testing and not requiring that its product meet the specifications, and thereby receive much more money from the government as the result of its increased production.

On August 29, 1942, Cyrus Shipp, having satisfied himself that all of the practices related to him by Carl Westphal were in actual execution in the Anaconda plant, advised Frank Kunkle, who was a defendant and the company employee acting as chief inspector for the company, that no more wire for the army could be shipped from the plant until all those practices ceased.

This particular company employee, Frank Kunkle, admitted to Cyrus Shipp on that Saturday afternoon, August 29, that such practices had been occurring at the plant, and told Cyrus Shipp that he had caught the company cold-handed.

At that time there were two carloads of field wire ready to be shipped, packed and stored in freight cars.

The manager of the plant, Frank Hart, was advised at his home that Cyrus Shipp would not permit any more wire and cable to be shipped to the army until practices in the plant ceased, but Frank Hart refused to talk with Shipp at that time, and there followed a series of conferences lasting approximately a week.

Let me say parenthetically that it is interesting to know that American boys had confidence in cables which were so defective that the persons deliberately creating the defects would be brought before a firing squad if they had done this in war zones.

During that week the navy inspector was notified of the condition, and the superiors of Cyrus Shipp were also notified.

In the conferences that occurred, the manager of the plant, Frank Hart, denied any knowledge of the practices, and contended that they did not exist, and explained to the superiors of Shipp that labor organizers were trying to cause them trouble.

That explanation was given credence by those men, though it afterward appeared that there was no basis for any such assertion on the part of the manager of the plant, and that it was purely a figment of imagination on the part of the manager to assert that labor organizers were causing trouble.

The result of the conferences was that the company and the navy and army officials agreed on a complete change of inspection practices to be placed in force immediately.

In the meantime, Shipp and Westphal had gone to the field office of the Federal Bureau of Investigation in Indianapolis and related to the FBI their knowledge of the practices in the plant.

The FBI started an investigation, with two men visiting and talking with various employees of the plant in their homes at night and at odd hours when they would not be busy. That investigation by the FBI continued over a period of approximately six weeks.

While the investigation was in progress, as a part of the agreement between the company and the inspection officials, it had been agreed that all wire and cable that was on hand and ready for shipment on August 29 would be tested to determine its quality.

In reality, that wire and cable had never been tested, and that was known to Cyrus Shipp from his complete knowledge of the practices going on.

So, about September 21, 1942, while field wire that had been packed and ready for shipment was being tested, Shipp learned that more of the wire was being reflected as having been tested than was possible to be tested on the equipment being operated.

He went to the operators of the machines that were testing the wire—the company contended that the wire had already been tested, but agreed to retest it—and talked with them at home, at night.

They told Shipp that they had been instructed by the plant superintendent, Don Carpenter, and the acting chief inspector, Frank Kunkle, to run the wire through the machines without testing it, "that there must not be any holes in that wire."

Then Shipp went to the manager and told him that the wire was not being tested as they agreed, and insisted that all the wire be run through the machines while he or one of his men was present to observe the holes and defects in the wire.

The machines are known as sparking machines, and holes in the wire are indicated on the machine when the wire is passed through a high-voltage coil. Subsequently, Shipp observed a complete test of 325 reels of the wire.

Ninety per cent had holes in it. Some reels of wire had as many as 300 holes in them.

The initial report of the FBI was made about the middle of November. Subsequently, a grand jury began its investiga-

tion at Fort Wayne, Ind., on about December 9, 1942. Approximately 65 witnesses appeared before the grand jury, including all officials of the company in the Marion plant and all employees of the company who worked in the inspection areas and laboratories of the company.

Fundamentally, all the tests and requirements of the specifications for the various types of insulated wire and cable are the same.

Field wire has a conductor which consists of four fine strands of steel wire and three fine strands of copper wire. The strands are stranded together in stranding machines.

Afterwards, the stranded conductor passes through an insulating machine which applies a rubber compound around the conductor. Then a braid is applied over the insulation.

Subsequently, a saturating compound which saturates the braid is placed on it. A finishing compound is applied over the saturating compound to obtain the finished product.

At each stage of the process of manufacture certain tests are applied to the wire.

When the wire comes out of the insulating machines, certain tests are applied to the rubber compound.

It is given a tensile strength test, which tests the pounds of pull per square inch. It is also given a set test, a modulus test, and an aging test which determine its approximate life and serviceability. The braid is tested. The saturating compound is given a penetration test and a melting-point test.

The finished product is given certain electrical tests. It should be immersed in water for a period of 12 hours, and a high voltage submitted to it, with the water acting as a ground.

{The next installment of Senator Bone's exposé of the corrupt Anaconda Company will show how it invented and installed special equipment to get inferior wire past government inspectors and into the hands of American soldiers and sailors whose lives depended on its quality.]

If there be holes in it, the wire will not take the voltage.

It is given an insulation resistance test whereby the amount of current that escapes through the insulation is measured, and if there be holes or extremely thin places in the insulation the wire will not pass the insulation resistance test.

Then the electrical tests are given to the wire by immersion of the entire reels of wire, when they become the finished product, into metal tanks, and the submission of the high voltage and insulation resistance tests.

The other physical tests to the compounds are given to samples of the wire as it progresses through the various stages of production.

The company kept specially manufactured reels of wire and cable secreted in cabinets adjacent to its physical testing laboratory.

As wire would go through the various stages of production, 20-foot samples would be taken from the secreted wire and all the various tests would be applied to those samples.

That was a daily procedure.

Though the samples were supposed to be cut from the daily production, actually the samples would be taken from the specially manufactured reels of wire which were known to be good and would pass the tests, and samples from the good wire would be substituted for the samples from the daily production.

The tests would be applied to the good wire that would pass the physical tests.

So, in reality, none of the wire was ever actually tested, but the tests were applied only to specially manufactured wire that the company and employees knew would meet the tests.

Deport All Japs, Says Legion

A MOVE to saturate the Mid-West with cheap Jap labor ousted from the Pacific Coast has just been exposed by *The Hoosier Legionnaire*, published from the national headquarters of the American Legion in Indianapolis.

The program is to rapidly release the Japs now held in camps and establish them in the jobs and on the farms vacated by Americans who are fighting the Japs, the Legion publication asserts, adding:

"The Legion is fighting a powerful coalition that would use the bravery of the Chinese in the present war as a wedge to break the Asiatic exclusion act. These groups seek to set up an Asiatic immigration quota for the United States.

"Then, when our sons come back, they will find this country flooded with those who are content to live and work on Oriental standards.

"Congressman Ed Gossett of the immigration and naturalization committee from Texas is in congress trying his best to destroy the Chinese exclusion laws. He is receiving strong support in a movement headed toward setting up an Asiatic immigration quota to flood Texas and other states with laborers who will work for cheap wages."

The Legion paper charges that a widespread campaign of propaganda is under way to infiltrate the Japs into the Mid-West. It cited the employment of a Jap girl by the largest Indianapolis department store and asserted that immediately after her employment she began giving lectures on "Japanese culture" before groups of young American girls.

By such a softening up process the Japs may hope to arouse sympathy when the day arrives that they must say "so sorry please" and ask for a negotiated peace that would leave them ready to renew their preparations for another Pearl Harbor 15 or 20 years hence.

The Legion publication echoes the sentiments recently published by Teamster papers that all the Japs be deported when the war is over.

Put them all on an island in the Pacific, it demands.

In support of that demand it points out how American-born Japs were inoculated with enemy propaganda in 248 Jap language schools in Washington, Oregon and California. These schools had 19,310 pupils studying textbooks printed in Japan.

It was there they learned how "Japanese culture" is practiced with a sharp knife in the dark of the night.

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